horror; but this is a false reasoning that cannot be too soon exploded.

It has not been my desire to call things by hard names, but we do wrong not to call them by their right ones. People who would recoil at any act called a fraud, would laugh at the same act called by the cant name of overreaching your opponent.

In conclusion, I must beg to apologise for so far intruding myself upon your notice: but I feel satisfied you will excuse it when I assure you, that the reformation of abuses has been my only object in addressing you. FIDES.

RAILWAY JOTTINGS.

THE narrow gauge express speed on the South-Western, as evidenced by Mr. Stephenson in the House of Lords, is 1½ mile an hour greater than that of the broad gauge on the Great Western.——The short passenger traffic on the South-Western, since the opening to Waterloo-bridge, has been enormously increased, and when the Hampton Court and Windsor branches are completed, in less than a fortnight hence, the pleasure traffic on this line will, it is fully expected, be the greatest in the country. The Waterloo-bridge receipts too have kept pace with the increase, and have required additional toll-takers at the horse gates.——The want of water and watering places for cattle near the metropolitan stations is an evil requiring redress. A correspondent of the *Times* suggests that water troughs ought to be placed at or near each station to which drovers should be compelled, at a small charge, to lead the cattle, which frequently die, or become raised and dangerous, from want of such accommodation, especially in the heat of summer.——The Midland Counties Company have fitted up a lecture and reading room at Rugby station. Upwards of 150 of the *employés* of the different companies have become subscribers.——The Oxford and Wolverhampton company some time since offered Mr. W. Robeson, solicitor, Bromsgrove, the sum of 2,250*l.* for compensation for some houses and land, taken for their line of rail. Mr. Robeson, however, declined the offer, and an expensive arbitration was gone into, which ended in nothing, and an umpire has at length decided that Mr. Robeson is only entitled to 2,237*l.*, the effect of which decision is, that besides having less than the company's offer, he will have to pay his costs of arbitration over and above.——A correspondent of the *Carlisle Journal* complains of the want of consideration and accommodation for a number of villages, in the planting of stations, or rather in the want of minor stations, on the Lancaster and Carlisle line. Self-interest, as he observes, ought to induce attention to the convenience of villages in such cases. On old-established lines, such as the Liverpool and Manchester, the trains stop twenty times in thirty miles; and even on the dreary waste of Chatmoss, with their heavy trains of from 1,000 to 1,500 passengers, experience has taught the directors of the North-Western company that it is worth their while to stop even at the bye-paths (where no stations are erected) to take up or set down a single passenger.——An open fencing of galvanized wire on a portion of the Irish North-Western line has been decided by the Skipton magistrates to be insufficient, sheep and cattle having got entangled in the wires. The company have been therefore ordered to substitute a wood fence, 4 feet 6 inches high, with five bars, 6 inches apart, and that within one month. They had provided wire materials for fencing the whole of their line, and their loss in consequence has been estimated at not less than 8,000*l.* to 10,000*l.* The wire-fence agent, on the inquiry, stated that he was employed to put up such fences, not only on this railway, but on the Chester and Holyhead, Liverpool and Ormskirk, Caledonian, Ayrshire, Chester and Shrewsbury lines, &c., and that, on the Southampton and Dorset line, a sample fence was set up, which the Commissioners of Woods and Forests supported: had complaints of the fence in fox-hunting districts: 400 landholders in Scotland have this fence.——The trains on the Erie Railroad brought down to New York, one day lately, 80,000 baskets of strawberries and 40,566 quarts of milk. The strawberries, allowing 2½ baskets to the quart, measured 1,000 bushels, and weighed, including the baskets and boxes, more than 50 tons.——Some farmers in the north of Germany have protested against the use of electric telegraphs, on the ground that the electric wires endanger their lives and property and injure their crops!

NOTES IN THE PROVINCES.

THE foundation stone of a new north aisle for the enlargement of the parish church of St. Giles, at Costock, was laid on the 13th inst., by Mrs. Edward Wilson, the rector's wife. The architect is Mr. George Gordon Place; and the builders are Messrs. Samuel Hall and William Smith.——The new market building at Malmsbury has been opened. Its chief front, which faces the old cattle market in the Cross Hayes, consists of three arches with gates opening into an area for pitching corn and cheese: behind are butter and poultry, and other market places. Above is a large assembly-room, roofed with timber, besides two smaller apartments. The front of the building is faced with carved free-stone. A police-station is to be erected in the back area, enclosed with gates looking to Oxford-street.——The extensive alterations at the Leamington parish church are assuming form. The tower is of considerable elevation and plain in appearance. The north transept is progressing, the roof being now in course of formation.——The reduction of wages is spreading amongst the puddlers and others at the iron works in the Dudley, Stourbridge, and Brierly-hill districts, where the puddlers have had notice of a reduction of 1s. per ton and others of 7½ per cent. off their wages.——The safety of the foundation of St. Simon's Church, Liverpool having been called in question, in consequence of the near proximity of the railway improvements, Mr. Edward Woods, engineer, has reported to the churchwardens that the foundation, being on hard rock, is not at all affected by the railway works, and that the church is more secure than public buildings frequently are.——The new church at Ferriby (near Hull) was consecrated on Thursday week. It is in the decorated style of the thirteenth century, like most part of the original church, many of the old arches of which, and an east window, have been rebuilt. The nave is 50 feet 6 long, and 16 feet 10 wide, with side aisles same length, and 11 feet wide. The chancel is 27 feet long, and 15 feet 6 wide. The tower is 14 feet square inside, and 55 feet high, surmounted by a spire 80 feet high, including cross. The seats are of oak, and open at each end. In the interior the nave is divided into four bays. At the east end of the church is a painted window, by Wailes, from the Turners, of Ferriby. The other painted windows of the church are also contributed; one by Mr. W. L. Pearson, the architect. The heads of the windows are filled with geometrical tracery. The east is of five lights, and the side window, like that at the west end of the aisles, is of two lights. The font is of Caen stone, supported by eight slender columns of Purbeck marble, surrounding a stouter central shaft of Caen stone. The doors are of massive oak, with wrought iron hinges. The pavement consists of Minton's tiles laid in patterns, those within the altar rails being encaustic, and composing a pattern of vines running round the floor. Over the arches of the nave, windows, and doors, and under the roofs, texts are painted in black letter. The roofs are of open timber work, the chancel one having rafters with a curved rib to each. The contractors for the stone-work were Messrs. Simpson and Malone, of Hull; and for the walls and plastering, Mr. Kirby, of Swanland. Messrs. Binks and Son, of Hull, were the painters; and Messrs. Habbushaw and Gray, of Swanland, the carpenters.——Mr. Roberts, C.E., estimates, that work for watering the town of Galway would cost 20,000*l.*, including 12,000*l.* for 4 miles of pipes and a reservoir.

THE STATE APARTMENTS AT WINDSOR CASTLE.—Her Majesty has ordered these apartments to be opened to persons presenting tickets on Mondays, in addition to the days on which the public have hitherto been admitted, namely, Tuesdays, Thursdays, and Fridays. Some of the rooms still continue closed for the completion of works.

THE LABOUR QUESTION IN FRANCE.

THE National Assembly have decided on exempting from taxes during ten years all houses commenced before February 24, 1848, and completed by July 1, 1850.——In order to extend employment to the well-disposed operatives in Paris, the Minister of Public Works has resolved that the 80,000*l.* voted by the Assembly for supplying the *matériel* for working the railroad from Versailles to Chartres, which is shortly to be opened, shall be expended among the manufacturers of the capital and the suburbs, who have received orders to supply the locomotives and tenders, the carriages, waggons, and trucks.——The Committee of the Assembly on Labour have admitted in principle that individuals who, by ill-treatment, menaces, or acts of intimidation, should attempt to prevent labourers from working, or masters from employing labourers, should be liable to an imprisonment of from six days to six months, and to a fine of from 25*f.* to 500*f.* The Committee have been also occupied with a proposition relative to the creation of a school of professional instruction, and for the formation of workshops for receiving children as apprentices. The Minister of Agriculture and Commerce announced his intention to present a Bill on these subjects.——It is remarked as a proof of the improved disposition of the working classes in Paris since the dissolution of the national workshops, that a number of operatives have returned to seek employment in their several trades who preferred to idle on diminished pay in those establishments formed under the sanction of the late Provisional Government. A number of extensive manufactories of stained paper in the Faubourg Saint Antoine, which were closed for the want of hands, are now at full work. At Chanay, in the department of the Aisne, the plate-glass manufacturers have commenced working.——The bill granting 12,000*l.* in aid of the fine arts and *belles-lettres* has been adopted without discussion.——A monument is to be erected in the Cathedral of Nôtre Dame to the memory of the late Archbishop of Paris. 1,200*l.* have been voted towards it.——A friend writes us that Paris is now perfectly quiet, and that confidence is returning.

MODEL BAKERY AT KEMPSEY.

IN October, 1840, Mr. Henry Pratt, then residing in the city of Kingston, Jamaica, conceived the idea of combining a tube with a building to apply the motive power of the atmosphere, and to use up the waste heat from any of the processes connected with the arts of life.

Now, suppose the velocity of air up a tube 16 feet in diameter be 5 miles per hour, the weight of air passing would be $\frac{3}{4}\frac{3}{4}\frac{3}{4}\frac{3}{4}$lbs., which would require 11 $\frac{1}{10}$lbs. of coal to raise it one degree. And if a steam engine of 8 horse power be applied night and day, 5 tons 6 cwt. of coal would be consumed on an average, which quantity of coal would raise the air 8 degrees, and this would be an expansion equal to $\frac{1}{10}$. Then, if the tube was about 92 feet high, the difference of the two columns of air would be about 25lbs., which pressure of itself would force the air 8 miles per hour, independent of other causes, and on a fair calculation 4 horse power might be gained.

The above is based on certain data, but it has been said, that in heating air through the intervention of water and steam, double the heat is obtained and half the fuel saved.

In the model bakery at Kempsey,* near the city of Worcester, it is proposed to attach a portable steam-engine and boiler of 4 horse-power, to which is to be connected a condenser of a peculiar construction, capable of forming a vacuum of 20 inches mercury more or less. This condenser is to be placed in the tube above the screw-wheel which intercepts and receives the force of the current to knead the

* This building is 58 feet square at the base and 100 feet high outside measurement. It does not contain 150,000 bricks (large size) including the fire bricks for the ovens, which are capable of baking about 280 sacks of flour every week or 10 bushels per hour. The body of the building is 32 feet square, the tube 17 feet 8 inches diameter, with walls 10 inches throughout. The shed, roof, and porticoes, 4½ inch work with pillars. The body of the building is supported by four chimnies at the corners. The tube is covered with a circular roof 28½ feet diameter, resting on 10 light cast-iron pillars. The internal diameter of the tube at top is 19 feet. The opening in the screw wheel is 5 by 5=25 feet, being one-eighth the area of the tube at the lower part.

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